

British Wreck Commissioner's Inquiry

Day 5

Testimony of George Cavell

Source : <http://www.titanicinquiry.org/BOTInq/BOTIndx01.php#a>

Examined by the SOLICITOR-GENERAL.

4182. Are you a trimmer?

- Yes.

4183. And at the time of the accident on the 14th April were you at work?

- Yes.

4184. Trimming coal?

- Yes.

4185. Can you tell me which section you were in?

- No. 4 section.

4186. Were you one of the regular trimmers for No. 4 right through the trip?

- Yes.

4187. How many coal bunkers are there in No. 4 section?

- There are six doors and four bunkers.

4188. Two on the starboard side and two on the port side?

- Yes.

4189. And six doors?

- Yes.

4190. How many trimmers are there to a section?

- Four trimmers to a section.

4191. So that you would have three mates with you?

- Yes.

4192. Had the fires in No. 4 been lighted the first day when the ship started?

- Yes.

4193. And had they been burning all the time?

- Yes.

4194. At the time this accident happened, do you remember which bunker you were in, starboard side or port side?

- Starboard side.

4195. Were you in the bunker at the time?

- Yes.

4196. Is that bunker in No. 4 aft of the furnaces of the boilers?

- Yes.

4197. The boilers are in front of it?

- Yes.

The Solicitor-General:

If your Lordship has the plan which we have referred to as No. 3, the one with the tank top, you will see which bunker it was. The bottom plan, which is the tank top plan, shows a thick black line marked "G," which is one of the watertight bulkheads. Does your Lordship see "G"?

The Commissioner:

It is not marked "G" on my plan.

The Solicitor-General:

It is between No. 4 and No. 3.

25 The Commissioner:
Yes, I see.

26 The Solicitor-General:
I think your Lordship in your plan will find that the word "coal" is written on the starboard side in the place where the bunker is.

27 The Commissioner:
Yes, and on the port side too.

28 4198. (*The Solicitor-General.*) Yes. This man was on the starboard side. (*To the Witness.*) Were you actually in the bunker at the time, Cavell?
- Yes.

29 The Solicitor-General:
Your Lordship says there is no "G" on your plan. If your Lordship will look for a moment at the big plan I will have the spot pointed out for you.

30 The Commissioner:
The fact of the matter is this: I have had a plan furnished to me of the "Olympic." They are practically the same - for all purposes they are the same, but I have not got the same letters.

31 The Solicitor-General:
We will find it for you.

32 The Commissioner:
It does not create any confusion.

33 4199. (*The Solicitor-General.*) Mr. Rowlatt is just putting the point of the pointer on the bunker. Your Lordship will see that the vertical line is marked "G" there at the bottom. (*Pointing.*) (*To the Witness.*) That is where you were, Cavell?
- Yes.

34 4200. Was there anybody else with you in the bunker at the time?
- No.

35 4201. Tell us what happened?
- I felt a shock, Sir, and with that all the coal round me fell around me. I had a job to get out myself.

36 4202. You felt a shock and the coal fell in the bunker. Did the shock knock you over?
- It did not have time to knock me over. The coal surrounded me before I knew where I was.

37 4203. You were carried down with the coal?
- Yes.

38 4204. And you got out?
- Yes.

39 4205. You got out into the stokehold there, I suppose?
- Yes. After that I came up right up to the bunker door, and then came into the stokehold.

40 4206. Is that higher up, at a higher level?
- Yes.

41 4207. And you climbed out of that, did you?
- Yes.

42 4208. And you got into the stokehold?
- I came down the ladder and came into the stokehold.

43 4209. On to the plate?
- Yes.

44 4210. When you got there did you find that the signal for "stop" had appeared on a red disc?
- Yes.

45 4211. Who was in charge - who would be the leading hand?
- A leading fireman.

46 4212. In charge of No. 4?

- Yes.

47 4213. Did you hear him give any orders, or had they been given already?
- I never saw him, Sir.

48 4214. Did you notice - had the dampers been put in by the time you got down?
- No.

49 4215. Now tell us what happened or what you did?
- After I came into the stokehold the lights in the stokehold went out.

50 4216. In No. 4?
- Yes.

51 4217. Did that happen at once or was there a little time before that happened?
- It happened as soon as I got into the stokehold.

52 4218. Out went the lights?
- Yes.

53 4219. Did you notice whether the watertight doors fore and aft of your stokehold had been closed?
- I heard the bell go and I knew in a minute what it was for.

54 4220. You heard the warning bell?
- Yes.

55 4221. And so you knew they had closed?
- Yes.

56 4222. When the lights went out what happened?
- I went on deck to see what it was, and I saw people running along wet through with lifebelts in their hands.

57 4223. Did you go up the alleyway?
- My mate said we had struck an iceberg.

58 4224. How far up did you go; what deck did you go up to?
- The alleyway.

59 4225. Was it along the alleyway that you saw the people going?
- Yes.

60 4226. Were they passengers?
- Yes.

61 4227. (*The Commissioner.*) And they had lifebelts on?
- They had lifebelts in their hands.

62 4228. (*The Solicitor-General.*) This alleyway that you came up to, I think, is on E deck. Is it the working alleyway on the port side or is it the one on the starboard side?
- On the port side.

63 4229. And to get up to it from No. 4 - I think we were told about No. 5, that there was a stairway that went over the boilers and came out in the alleyway?
- You have to go across the boilers and up an escape ladder.

64 4230. Is there a different escape ladder from each section?
- Yes.

65 4231. Did you get into the alleyway immediately above No. 4?
- Yes.

66 4232. When you got up into the alleyway and you saw these passengers, was there any light in the alleyway?
- Yes.

67 4233. So that the lights had not gone out there?
- No.

68 4234. You said you saw people going along with lifebelts wet through?
- Yes.

69 4235. And saying that she had struck an iceberg?
- Yes.

- 70 4236. Can you remember which way they were going?
- They were going towards after-way.
- 71 4237. Coming from the forward end?
- Yes.
- 72 4238. Could you tell what class passengers they were?
- I should think they were the third class passengers.
- 73 4239. Your Lordship will see - perhaps it is possible for you to see it there on the plan - that the E deck on which the alleyway is, is the E deck, if you carry your eye forwards, which runs forward to the part marked "third class and crew" (*Pointing*). (*To the Witness.*) They were coming from there, were they?
- Coming from forward to aft.
- 74 The Commissioner:
The alleyway runs straight aft?
- 75 The Solicitor-General:
Yes.
- 76 The Commissioner:
The whole length of the ship?
- 77 4240. (*The Solicitor-General.*) Yes, practically. (*To the Witness.*) You went up, I understand, to get some lamps. Did you get them?
- Yes.
- 78 4241. Did you go back to your stokehold?
- Yes.
- 79 4242. With the lamps?
- Yes.
- 80 4243. What about the lights in the stokehold?
- They were on by the time I got back.
- 81 4244. (*The Commissioner.*) The lights only went out for a few minutes?
- Yes.
- 82 4245. (*The Solicitor-General.*) It is the same story as No. 5, your Lordship sees. (*To the Witness.*) There is a thing I have not asked you that I ought to have asked you before. Up to the time that you left No. 4 and went up to the alleyway, had you seen water in No. 4?
- No.
- 83 4246. Not coming through the floor, or the sides, or anywhere?
- No.
- 84 4247. When you came back to No. 4, and you found the lights were on again, did you see any water in No. 4?
- No.
- 85 4248. When you got back to No. 4, do you remember hearing an order being given?
- Yes.
- 86 4249. What was it?
- Draw fires.
- 87 4250. Is that any part of a trimmer's work as a Rule?
- In an emergency.
- 88 4251. In an emergency you would do it, of course?
- Yes.
- 89 4252. And did you lend a hand to draw the fires in No. 4?
- Yes.
- 90 4253. And were they drawn?
- Partly drawn.
- 91 4254. What would there be - 30 furnaces?

- Yes.

92 4255. Were the firemen there helping to draw, too?
- Yes.

93 4256. You say they were only partly drawn?
- Yes.

94 4257. What happened then?
- The water started coming up over her stokehold plates.

95 4258. In No. 4?
- Yes.

96 4259. Did that happen gradually or did it happen suddenly?
- It came gradually.

97 4260. The water - you moved your hand, you raised it; did it seem to come up from below?
- Yes.

98 4261. As far as you saw in No. 4, did any water come in from the side of the ship?
- Not so far as I saw.

99 4262. When the water came up through the plates what was done then?
- We stopped as long as we could.

100 4263. That is right?
- And then I thought to myself it was time I went for the escape ladder.

101 4264. They were still drawing the fires, these men, were they?
- Yes.

102 4265. How high did the water get above the plates they were standing on? How much water were they standing in before they left?
- About a foot.

103 4266. Working up to their knees?
- Yes.

104 4267. Scraping the cinders out?
- Yes.

105 4268. Just one other thing. When you were in No. 4, as you have described, did you see anything of the engineers coming in through the emergency door behind?
- No.

106 4269. You did not notice that?
- No.

107 4270. Through the watertight door?
- No.

108 4271. You know what I am referring to, Cavell, do not you?
- Yes.

109 4272. There was a watertight door behind and a watertight door before you?
- Yes.

110 4273. As far as you knew, and as far as you observed, was the watertight door which was abaft of you raised at all?
- No, Sir.

111 4274. Not as far as you know?
- No, Sir.

112 4275. Of course, there would be a lot of steam in No. 4, would not there?
- Yes.

113 The Commissioner:
Are you suggesting that that door was open?

114 The Solicitor-General:

My Lord, we have had evidence that it was. The last Witness said he opened it.

115 The Commissioner:
Which door are you talking about? You are talking about the door between 4 and 5.

116 The Solicitor-General:
I was not, my Lord, with great respect. If I said No. 5 I made a mistake. I said there were two doors, one in front of him, and one behind him.

117 The Commissioner:
The one in front of him was not open.

118 4276. (*The Solicitor-General.*) I know, my Lord. I wanted to draw his attention to the difference. (*To the Witness.*) Just to be quite clear, I am talking, you know, about the one?
- Through the passage between the bars.

119 4277. As far as you know that was not opened when you were there?
- I cannot say that.

120 4278. (*The Commissioner.*) You mean to say that you do not know?
- I do not know.

121 The Commissioner:
That is all it comes to.

122 4279. (*The Solicitor-General.*) Yes, my Lord. (*To the Witness.*) There would be a lot of steam, would not there?
- There would.

123 4280. And were all the men there working as fast as they could?
- Yes.

124 4281. This watertight door is in a sort of tunnel, is it not?
- Yes.

125 4282. You say you worked as long as you could, and then you came up the emergency ladder?
- Yes.

126 4283. Where did you go?
- I came down again.

127 4284. What, down into No. 4 again?
- Yes.

128 4285. Why did you do that?
- Because I could see nobody about in the alleyway.

129 4286. (*The Commissioner.*) Why did you go back?
- I thought it was all right, my Lord.

130 4287. (*The Solicitor-General.*) You got up again as far as the alleyway; you found nobody in the alleyway; you thought it was all right and went down again?
- Yes.

131 4288. Did anybody else do that with you?
- No.

132 4289. When you came down again from the alleyway to No. 4, were there any other men in No. 4, or had they all gone?
- I could not see any.

133 4290. Was the water the same height, or was it still rising?
- I could not say. I never went right to the bottom.

134 4291. Then you came down, and I suppose you went up again?
- Yes.

135 4292. When you got into the alleyway where did you go?
- I went along on to the boat deck.

136 4293. The top deck?

- Yes.

137 4294. Whereabouts on the boat deck did you go?
- Right aft.

138 4295. Did you see whether the boats had been lowered, or whether they were still there on the boat deck?
- There was only two boats left, and one they were lowering.

139 4296. Two boats left, and one they were lowering?
- Yes.

140 The Commissioner:
That is three he means.

141 4297. (*The Solicitor-General.*) No, my Lord, I think he means two?
- Yes, two.

142 4298. Two boats left; one had not yet been lowered, and one was being lowered?
- Yes.

143 4299. Did you look at both sides, the port side and the starboard side?
- No.

144 4300. Which side did you look at?
- The starboard side.

145 4301. When you say there were only two boats left you mean there were two boats left on the starboard side?
- Yes.

146 4302. Do you know one way or the other whether there were any left on the port side?
- I could not say.

147 4303. The two boats you refer to were the two right aft?
- Right aft.

148 4304. Which was the one which was being lowered?
- The second one from the end.

149 4305. The last but one?
- Yes.

150 4306. Were there people on the deck?
- They were all in the boat, barring five firemen.

151 4307. Was not there anybody left on the boat deck?
- Only the men that lowered the boat.

152 4308. No women left?
- I never saw any.

153 4309. And the men who were lowering the boats, were they members of the crew?
- Yes.

154 4310. Did you see any Officer?
- Yes.

155 4311. Who was he?
- I do not know his name.

156 4312. You do not know which Officer it was?
- No.

157 4313. What did you do?
- I be alongside the other boat.

158 4314. I did not quite hear what you said?
- I stopped alongside No. 15 boat.

159 4315. What happened to you after that?
- The Officer ordered five of us into it.

160 4316. And you were one of the five?
- Yes.

161 4317. And the boat was lowered?
- Yes.

162 4318. No. 15?
- Yes.

163 4319. No. 15 was the last one; we have not had any evidence about that. It was No. 13 we have had evidence about. Did it get down to the water safely?
- We lowered it just aft the boat deck to the first class. We called out there for women. We got a few there till we got no more, and then we lowered down to the third class, and we took more till we could get no more.

164 4320. First of all, you lowered from the boat deck to what you call the first class?
- Yes.

165 4321. Is that what one sees there, the open deck just below the boat deck (*Pointing.*)?
- Yes.

166 4322. When you got there, you say you called out for more women?
- Women and children.

167 4323. You mean called out from the boat?
- Yes.

168 4324. And were there people there?
- Only a very few came, Sir.

169 4325. And when they did come, was there room for them in the boat?
- Plenty.

170 4326. Plenty of room?
- Yes.

171 4327. And they got in?
- Yes.

172 4328. About how many?
- About five we got off the first class.

173 4329. That is from the first class deck - A deck?
- Yes.

174 4330. Were there any men on that deck?
- I never see any, Sir.

175 4331. You mean that you took into your boat everybody who came on deck A?
- Barring what the Officer may have stopped alongside the davits.

176 4332. The davits would be on the boat deck?
- Yes.

177 4333. Then you were lowered a bit further, were you?
- Yes.

178 4334. What do you mean by saying you were lowered to the third class?
- To the lower deck - *here.* (*Pointing on the model.*)

179 4335. My Lord, may I just ask him to point out the place, because I think it is a little important to know. Will you show me where your boat got to? You mean *here* (*Pointing on the model.*)?
- *There.* (*Showing.*)

180 4336. (*The Commissioner.*) Just show me again, please. Go back to the model?
- *Here.* (*Pointing.*)

181 4337. (*The Solicitor-General.*) As it is in this model here it looks as though those decks were shut in with windows and casing. Was that so?
- No.

182 The Commissioner:

Well, Sir John, they were perhaps shut in for a certain length with windows, but perhaps the windows stopped at a point. It occurs to me that possibly there were no windows there, though there may have been windows towards the middle of the ship.

183 The Solicitor-General:
Yes, my Lord. There is a boat at any rate which comes down here. (*Showing.*)

184 The Commissioner:
But I thought you were suggesting, you know, that the passengers on this deck that he is now talking about could not get on to the boat because of the glass in the windows.

185 The Solicitor-General:
I was not quite clear which deck he meant, my Lord.

186 The Attorney-General:
I understand that these windows are windows that you can open and pull up just like you do in a railway carriage, only that they are bigger. They are to protect the passengers from wind and rain - for shelter purposes.

187 The Commissioner:
I think those windows do not extend the whole length of the ship?

188 The Solicitor-General:
No, they do not.

189 The Commissioner:
And therefore it may be at the place where he was pointing there were no such windows?

190 4338. (The Solicitor-General.) Probably he can tell us. (To the Witness.) Do you remember whether when you got to this lower deck there were windows that had to be opened, or whether it was clear?
- No.

191 4339. Which was it?
- All clear.

192 4340. Then you called for more people there, did you?
- Yes.

193 4341. And how many people came there?
- Crowds of them.

194 4342. Did more come than you could take in?
- No.

195 4343. For more than you could take in?
- No.

196 4344. How many do you think you took in from the lower deck?
- We took in about sixty, Sir.

197 4345. (The Commissioner.) That is in addition to the five that you had taken from the boat deck, from the upper deck?
- Yes.

198 4346. (The Solicitor-General.) From deck A?
- Yes.

199 4347. Perhaps you can tell us this - when you were ordered in at the boat deck you and five others, was there nobody in the boat already?
- No.

200 4348. It was empty?
- Yes.

201 4349. Then you made the first five to get into it?
- Yes.

202 4350. Then it was lowered to the A deck and you took in about how many?
- Five.

203 4351. About five more?
- Yes.

204 4352. That would make ten?
- Yes.

205 4353. And then you are lowered to the lower deck, and you take in you think about 60?
- Yes.

206 4354. That would make about 70?
- Yes.

207 4355. Do you say that you took in everybody who came at that time at the lower deck?
- Yes.

208 4356. You left nobody behind?
- No, Sir.

209 4357. Can you tell me about these 60 - first of all were they men or women?
- All women and children.

210 4358. Were there no men about?
- Yes, Sir.

211 4359. You did not take them in?
- No, Sir.

212 4360. Were they on this same lower deck?
- Yes.

213 4361. How was that, were they standing back?
- Yes.

214 4362. Did you see anybody there keeping order?
- No.

215 4363. Were the men passengers, or stewards, or crew, or what?
- They seemed to be third class passengers.

216 4364. That is what you thought they were?
- Yes.

217 4365. And they were standing back, were they?
- Yes.

218 4366. And as far as you could see were all the women and children from there taken on board?
- Yes.

219 4367. When you say they were third class passengers what makes you think so?
- I generally know the difference between a third class passenger and a second.

220 4368. At this rate, you did not take any second class passengers into your boat?
- Not to my knowledge, Sir.

221 4369. (The Commissioner.) You think that the 60 women you took were all third class passengers?
- Yes, my Lord.

222 The Solicitor-General:
Of course, the deck he is speaking of is, undoubtedly, a second class deck.

223 The Commissioner:
Yes.

224 4370. (The Solicitor-General.) That was your impression, was it?
- Yes.

225 4371. These women that you think came from the third class, were some of them foreigners?
- They were Irish girls.

226 4372. It is a nice question whether they are foreigners or not? Then, your boat, I suppose,

was as full as it would hold, was it?
 - Yes.
 227 4373. Who took charge of it?
 - One of the firemen.
 228 4374. What is his name?
 - Diamond.
 229 4375. Then there was you, and were there only three others of the crew?
 - Four.
 230 4376. Four others?
 - Yes.
 231 4377. Diamond and yourself, and four others?
 - Three more.
 232 4378. I thought so - Diamond, yourself and three others?
 - Yes.
 233 4379. Were the other three firemen too?
 - Yes.
 234 4380. You pulled away from the ship a bit?
 - Yes.
 235 4381. I do not propose to go into the details of this, my Lord, because it is simply duplicating previous evidence, and you were picked up by the "Carpathia"?
 - Yes.
 236 4382. Had you got any room on your boat to take on board anybody more?
 - No.
 237 4383. Perhaps I might just ask you this as there is a statement about it. Did you hear, or do you know at all from your No. 4 section what was the pressure of steam you were to get to?
 - 225 lbs. steam.
 238 4384. Was that the order?
 - That was not the order. That is what steam there was.
 239 4385. 225 lbs.?
 - Yes.
 240 4386. You must explain it to me; how do you know that?
 - By the gauge.
 241 4387. Do you mean you read the gauge yourself?
 - Yes.
 242 4388. The gauge would be near the boiler?
 - Alongside the boiler.
 243 4389. And when was it do you think that you read that gauge?
 - Just before I went into the bunker.
 244 4390. You did?
 - Yes.
 245 4391. Is that your regular course to look at the gauge before you go into the bunker?
 - No.
 246 4392. But you think you remember that?
 - Yes.
 247 4393. When was it that you went into the bunker; what was your watch?
 - 8 to 12 watch.
 248 4394. You started work at 8, did you?
 - Yes.
 249 4395. Do you remember about the gauge at any other time during this trip?

- We had orders to keep 200 lbs. steam.

250 4396. You heard that those were the orders, to keep 200 lbs.?

- Yes.

251 The Commissioner:

Have you no better evidence on this point than this?

252 The Solicitor-General:

I put the question because I saw there was a reference to it in the statement he had made, but I quite recognise it is not the best evidence.

253 The Attorney-General:

All the engineers are drowned. We are getting the best evidence we can.

254 The Commissioner:

Were there any engineers saved?

255 The Attorney-General:

No, all the engineers were drowned. They all remained at the bottom of the vessel.

256 Examined by Mr. SCANLAN.

257 4397. Are you quite sure that you noticed on the gauge an indication of 225 lbs. steam?

- Yes.

258 4398. Do you know that those engines are only designed for a working pressure of 215 lbs.?

- No.

259 4399. The boilers, of course, you are referring to?

- Yes.

260 4400. Can you say what length of time elapsed from the collision until you first went into the alleyway when you saw the third class passengers?

- About an hour and a half.

261 4401. And do you say they seemed to be wet through then?

- Oh, no. It was just on two hours by the time I saw them wet through.

262 4402. How long was it when you went up to the alleyway and saw those third class passengers and they seemed to be wet through?

- I give about two hours for that time.

263 4403. Two hours had elapsed then?

- Yes.

264 4404. In what direction were those passengers going?

- Right aft.

265 4405. When you found water in this compartment, No. 4, in which you were working were the pumps being used?

- I do not know about the pumps.

266 4406. Could you see when you were leaving compartment No. 4 whether the watertight door had been shut or not?

- The door was shut.

267 4407. You are quite sure it was shut?

- Yes.

268 4408. (The Commissioner.) Which door is this?

269 4409. (Mr. Scanlan.) Are you referring to the watertight door between compartment 3 and compartment 4?

- Between 4 and 5.

270 The Commissioner:

There is no suggestion that that was open.

271 4410. (Mr. Scanlan.) No, my Lord. (To the Witness.) You know the corresponding watertight door between 3 and 4. Had you sufficient light at the time you were leaving No.

4 by the escape ladder to see whether or not that door was closed?
 - You cannot see that door from that stokehold.

272 4411. You could not see it from the stokehold?
 - No.

273 4412. (The Commissioner.) It is down a little tunnel?
 - Yes.

274 4413. (Mr. Scanlan.) You would not be in a position at any time to see whether it had been opened or not?
 - No.

275 4414. Do I gather from what you have told us that the crew in this lifeboat, No. 15, was yourself, Diamond and three firemen?
 - Yes.

276 4415. Any sailormen at all?
 - No sailormen.

277 4416. Was there anyone in that boat, No. 15, who knew about managing a boat?
 - Five of we crew did.

278 4417. Who took charge of her?
 - Diamond.

279 4418. And is Diamond a trimmer?
 - A fireman.

280 4419. Had you sufficient of a crew to row safely?
 - We done our best, which we did; we managed her.

281 4420. Had you difficulty?
 - No, not to say difficulty.

282 4421. Had you ever been called to a boat station - I take it you had not - on the "Titanic"?
 - No. The only boat drill as I ever had was when we went to New York, on Sunday morning.

283 4422. But none on the "Titanic"?
 - No.

284 4423. Did you usually have boat drill on the other boats you have been on?
 - No.

285 4424. On any boat?
 - No.

286 4425. What other boats have you been on?
 - The "Adriatic," the "Oceanic" and the "Olympic."

287 4426. All White Star boats?
 - Yes.

288 4427. Do you mean to tell us that on none of those boats at any time have you had boat drill?
 - Only when we have been at New York for the week.

289 4428. For the weekend?
 - When we have stopped there a week we go up there on a Sunday.

290 4429. Has it not been a practice on the White Star ships to muster the men to their stations?
 - I never had one yet.

291 4430. You have never been to a station?
 - No.

292 4431. How long have you been on the White Star?
 - Eighteen months.

293 4432. Prior to that had you been on any other lines?

- No.

294 4433. That is your whole experience of the sea?

- Yes.

295 Examined by Mr. ROCHE.

296 4434. What engineer was in charge of your section?

- The engineer I think on our watch was Mr. Harrison.

297 4435. Did you see him when you came out of the bunker and went up the escape ladder?

- No.

298 4436. The fires were still going when you left?

- Not going, we drew what we could.

299 4437. You drew them?

- Yes.

300 4438. Before you went up?

- After I came down again - not the first time.

301 4439. Was Mr. Harrison still there then?

- No, Mr. Farquharson was the only engineer I saw.

302 4440. Mr. Harrison was not there and Mr. Farquharson was then in the engine room?

- Yes.

303 Examined by Mr. HARBINSON.

304 4441. There were a great number of third class passengers on the liner?

- Yes.

305 4442. Did you hear or see anybody giving them instructions where to go to?

- The stewards I did.

306 4443. Did you see stewards?

- Yes.

307 4444. What did you hear them say?

- They were telling them to keep calm.

308 4445. Did they seem to be excited?

- The passengers did.

309 4446. They were proceeding aft?

- Yes.

310 4447. How long was it from the time you saw these passengers in the alleyway until you got into the boat on the boat deck?

- About two hours.

311 4448. Two hours afterwards?

- Yes.

312 4449. During the intervening time you had been down below?

- Yes.

313 4450. You do not know what took place in the interval?

- No.

314 4451. When you came on to the boat deck you saw no one there?

- No.

315 4452. On the first class deck you took all the women and children?

- Yes.

316 4453. Were there many men left on the third class deck?

- No, very few.

317 4454. How do you know?

- From what we saw there.

318 4455. You were in the boat?

- Yes.

319 4456. You did not go on to the deck?
- No.

320 4457. So that all your knowledge is confined to what you saw from the boat?
- Yes.

321 4458. You say the men were standing back?
- Yes.

322 4459. Was any one keeping them back?
- Not to my knowledge.

323 4460. Could any one have been keeping them back without you knowing?
- No.

324 4461. You say so. A number of them were Irish?
- Yes.

325 4462. Were not there windows between the third class deck and where you were in the boat?
- No.

326 4463. No windows; space clear?
- Yes.

327 4464. You could see all who were on the third class deck?
- Yes.

328 4465. Did you see any people further aft than the position you were in the boat?
- No.

329 4466. Did you look?
- No.

330 4467. Have you any idea as to how many of these passengers were Irish?
- Most of them.

331 4468. Most of the people who were left behind?
- I could not say what was left behind.

332 4469. On the deck?
- I cannot say.

333 4470. But a number of Irish were with you in the boat?
- Yes.

334 Examined by Mr. LEWIS.

335 4471. With regard to the inspection at Southampton, do the trimmers take part in that at all?
- Which?

336 4472. The ordinary Board of Trade inspection?
- No.

337 4473. They take no part whatever in it?
- No.

338 4474. There is a boat list placed on board?
- I never saw it.

339 4475. Did you look for it?
- Yes.

340 4476. You looked for it and could not see it?
- Yes.

341 4477. Did you have any difficulty in lowering your boat - boat 15?
- No.

342 4478. Was there a plug in your boat?
- We tried to find a plug.

343 4479. Could you find it?

- I do not know whether they did or not. I know they asked for matches to find it. Whether they found it or not I could not say.

344 4480. They must have found something, I suppose. It evidently had a plug in or else you would have gone down?

- You could put your hand over it.

345 4481. Was that done, do you know?

- I cannot say.

346 The Commissioner:
The boat did not go to the bottom?

347 4482. (Mr. Lewis.) No; so I understand, my Lord. (To the Witness.) You do not know whether a cork was thrown into the boat?

- No.

348 4483. Anyway, there was a difficulty in finding the plug. With regard to these third class passengers, you said when you came from your bunker that there were a large number hurrying on deck?

- Yes.

349 4484. And then when you went to this boat deck there were very few of them?

- Yes.

350 4485. Where do you imagine they went?

- I should think they was in the boats. I never see them any more.

351 4486. If they were not in the boats, where do you think they went. Where were they going?

- They were going right aft to the boat deck, the best way.

352 4487. How many were on watch at the time in your division?

- There were ten firemen.

353 4488. What is a complete watch - 70 or 80, is not it?

- Over that.

354 4489. 83?

- About that.

355 4490. How many were saved?

- Seven.

356 Mr. Lewis:
7 out of 83.

357 Examined by Mr. LAING.

358 4491. When you left your section No. 4 to go to the boat deck, did you pass along the alleyway?

- Yes.

359 4492. Was there water in it?

- No.

360 4493. None at all?

- No.

361 4494. I mean the last time you went up?

- I never saw any.

362 4495. There were five men in this boat. What did you do - lay to your oars?

- Yes.

363 4496. Was that all you did?

- Yes.

364 4497. That was all you wanted to do, was not it?

- Yes.

365 Further examined by the ATTORNEY-GENERAL.

366 4498. Did you see any lists like these up on the boat (Showing lists.)?
- No.
367 4499. You did not see any?
- No.
368 4500. Do you know whether any of the others had their boat stations?
- I cannot say.
369 4501. Did you never hear anything about boat stations the whole time you were abroad?
- No.
370 (The Witness withdrew.)